

The Rules and Regulations of the Brick & Steel Ecosse Challenge ("*the Championship*") for 2012.

1. GENERAL

- 1.1 *The Championship* is registered with the Motor Sports Association (MSA) to RSAC Motorsport Limited.
Permit Number: 2012/5706
- 1.2 *The Championship* title sponsor shall be BRICK & STEEL Construction Limited
- 1.3 *The Championship* shall be organised by The Organising Committee in accordance with the General Regulations of the MSA (incorporating the provisions of the International Sporting Code of the FIA), these Regulations and any subsequent bulletins.
- 1.4 *The Championship* is open to anyone who wishes to enter, at the discretion of the Organising Committee.
- 1.5 All protests in respect of these Regulations must be lodged in accordance with the General Regulations of the MSA.
- 1.6 Changes or additions to these Regulations shall be communicated through bulletins emailed or sent to the address of each Registered Driver and Co-driver.
- 1.7 Registration in *the Championship* does not guarantee entry on any of the qualifying events. Competitors must ensure that they have entries submitted as early as possible.
- 1.8 The Organising Committee have the right to refuse registration or exclude any Registered Driver or Co-driver from *the Championship*.
- 1.9 In the event of any unforeseen circumstances causing *the Championship* to be shortened or cancelled, the Organising Committee may, at its discretion, refund Driver or Co-driver Registration fees after deducting an amount to cover administration costs.

2. THE CHAMPIONSHIP OFFICIALS:

- 2.1 There shall be a dedicated **Organising Committee** of invited persons comprising:
- Andrew Wood (Chairman)**
Andrew Pemberton (Co-ordinator & CPO)
Stephen Smellie (Deputy Co-ordinator)
Richard Welsh (Assistant Co-ordinator)
Keith Butler (Treasurer)
Grahame Douglas (Secretary)
David Barlow (General Member)
Amanda Burney (Media Officer)
- 2.2 Registered Competitors shall be represented on the Organising Committee by a Competitor Representative. This Representative shall be a Registered Competitor and shall be voted onto the Organising Committee by Registered Competitors after 30th April 2012. **The current Competitor Representative is Tom Hynd.**
- 2.3 MSA Policy and Guidelines dictate that we appoint a Child Protection Officer if any Registered competitors are likely to be under 18 years of age. **Andrew Pemberton** is the registered Child Protection Officer for *the Championship*. MSA documentation can be requested from the MSA or refer to the MSA Yearbook.
- 2.4 The Championship **Eligibility Scrutineer** shall be **Willie Greig** or his appointed deputy. For 2012, his appointed deputy shall be **Gordon Hay**
- 2.5 The **Stewards** shall be: Malcolm Surgenor, Brian Hunter, Neil Shanks
- 2.6 The members of the Organising Committee (except the Competitor Representative) and the Eligibility Scrutineer or his deputy shall be **Judges of Fact** regarding the implementation of these Regulations.

3. THE CLASSES

3.1 *The Championship* shall be split into the following categories:

Drivers of Peugeot **205 Class** Cars
Co-drivers of Peugeot **205 Class** Cars
Junior Drivers of Peugeot **205 Class** Cars
Junior Co-drivers of Peugeot **205 Class** Cars
Drivers of Honda **Civic 1600 Class** Cars
Co-drivers of Honda **Civic 1600 Class** Cars
Drivers of Honda **Civic Type R Class** Cars
Co-drivers in Honda **Civic Type R Class**
Summer Cup Drivers in **205 Class** Cars
Autumn Cup Drivers in **205 Class** cars
Teenage Drivers and Co-drivers in **Any Class** cars

- 3.1.1 The **205 Categories** shall be open to Registered Drivers who are competing in **205 class** cars per Appendix 1 and who have not finished in the top 5 of a British National A or National B rally on 2 or more occasions in the past 10 years.
- 3.1.2 The **Civic 1600 Categories** shall be open to Registered Drivers who are competing in **Civic 1600 Class** cars per Appendix 2.
- 3.1.3 The **Civic Type R Categories** shall be open to Registered Drivers who are competing in **Civic Type R Class** cars per Appendix 3.
- 3.1.4 The **Junior 205 Categories for Drivers and Co-drivers** shall be open to Registered Drivers who were born on or after 1st January 1989. (23 years of age or under during the 2012 season) See Appendix 1.
- 3.1.5 The **Co-driver Categories** shall be open to all Registered Co-drivers when competing with a **205 Class** or **Civic Class** Registered Driver. See Appendix 4.
- 3.1.6 For the **Summer Cup**, see Appendix 5.
- 3.1.7 For the **Autumn Cup**, see Appendix 6.
- 3.1.8 For Teenage Drivers and Co-drivers see Appendix 7. Teenage drivers and co-drivers must have been born on or after 1st January 1993

3.2 Driver and Co-driver Eligibility.

All Registered Drivers must hold minimum National B MSA Rally Licences and be a member of a MSA recognised Scottish motor club.

All Registered Co-drivers must hold minimum National B MSA Non Race Licences and be a member of a MSA recognised Scottish motor club.

All registered competitors must have paid *the Championship* Registration Fees.

4. REGISTRATION

4.1 The Registration Fee for each class shall be:

Driver - £200
Co-driver - £50

4.2 For the Summer Cup see Appendix 5.

4.3 For the Autumn Cup see Appendix 6.

4.4 Drivers can only register in one class.

- 4.5 Drivers and Co-drivers must be registered by 31st July 2012 to score points in the Driver and Co-driver categories of *the Championship*. Any Drivers registering after this date will automatically be registered in the Autumn Cup only. Points can only be scored from date of registration.
- 4.6 Drivers and Co-drivers MUST sign on for each event with the Championship Representative at Signing On.
- 4.7 Registration forms are available on line at www.ecossechallenge.co.uk or by post from:
Andrew Pemberton, Pembertons, 21-25 Friars Street, Stirling, FK8 1HA.
Registration forms must be returned by post or hand delivered and include the full Registration Fee. It is the Driver's responsibility to ensure that completed Registration Forms and Fees have been received by the Co-ordinator before the Driver can participate in any training activities or score points on qualifying rounds.
- 4.8 Fully paid up Registered Competitors shall be entitled to purchase goods or materials or services offered by vendors to *the Championship* and to attend any training or promotional events organised by *the Championship* Organising Committee. These privileges are not transferable and will require presentation of proof of registration.
- 4.9 Only Registered Co-drivers shall be able to score points in the Co-drivers table or attend training sessions.
- 4.10 A Registered Driver can change Co-driver during *the Championship* but if a non Registered Co-driver is used, then that Co-driver shall not score points in the Co-driver's category. Likewise, a Registered Co-driver can change Registered Driver and score points according to his position in the class of that Registered Driver.
- 4.11 Registered Competitors should note that the information they supply shall be held in a computerised database for the purpose of producing mailing lists and recording results. The information supplied may also be used for other purposes to do with *the Championship*. If Registered Competitors do not wish personal details to be available to anyone other than the Championship Co-ordinator, Deputy Co-ordinator, Secretary and Treasurer and for inclusion in Qualifying Event mailing lists, please tick the relevant box on the Registration Form.

5. Eligibility, Penalties and Appeals

- 5.1 The Organising Committee has appointed Willie Greig as the Eligibility Scrutineer and Gordon Hay as his deputy for *the Championship*. They shall be Judges of Fact on all technical matters, including eligibility (cars and tyres).
- 5.2 Should the Judge or Judges find that a car is not eligible, or should a car or part thereof not be presented for Eligibility Examination as required, the Driver and Co-driver concerned will be reported to the Championship Stewards. The minimum penalty that the Stewards can apply will be to exclude the Driver and Co-driver concerned from scoring points in *the Championship* on that event and for that event to count as one of their scoring rounds. This is as per RAC MSA Yearbook C 6.5.
- 5.3 If a car is deemed to be ineligible because a sealed component does not comply, then the Championship Stewards will instruct that the Driver and Co-driver concerned forfeit all relevant class points in *the Championship* retrospectively from when the Championship Stewards report to when the sealing was recorded by the Eligibility Scrutineer.
- 5.4 The Championship Stewards may waive the penalty/penalties imposed under paragraph 5.2 and/or 5.3 if the Judges rule that ineligibility is the result of an accident.
- 5.5 Competing vehicles may be subject to an eligibility check at any time.
- 5.6 The penalties stipulated in paragraph 5.2 and 5.3 may be increased following upon an MSA Disciplinary Tribunal.
- 5.7 It is the Driver and Co-driver's responsibility to ensure that their vehicle complies with *the Championship*, and MSA Technical Regulations.
- 5.8 If a vehicle has been given written dispensation from the Eligibility Scrutineer for any parts or alterations that are not defined within these Championship Regulations, the Driver and Co-driver must carry the relevant papers at all times, and may be required to produce these on demand. Non-compliance may incur penalties as per paragraph 5.2 and/or 5.3
- 5.9 Post-event Eligibility Scrutineering may be carried out at the discretion of the Championship Co-ordinator and the Eligibility Scrutineer or his deputy.

6. Protests, Appeals and Code of Conduct

- 6.1 Any protest regarding car eligibility must be made on the official Ecosse Challenge protest form by a Registered Driver. Each protest will incur a fee of £100 to enable a thorough check of the vehicle in question. Protest forms must be given to the Ecosse Challenge Eligibility Scrutineer within 30 minutes of the final control time of the last car. Queries or comments about technical matters on rivals cars may ONLY be made by the Registered Driver and on the correct form. Any other parent, guardian, team member or associate who attempts to raise technical issues in any other way, at any time, may be responsible for the Driver they represent being excluded from the championship.
- 6.2 Any appeals must be lodged in accordance with Section C 6.5 of the MSA Competitor's Year Book. Registered Drivers are reminded of the requirements of C 6.5.1 regarding the time limits for lodging appeals.
- 6.3 If it appears to the Organising Committee that any registered competitor may, by his/her words or actions, have brought the Championship into disrepute, the Organising Committee may, at its discretion, convene a hearing at which all interested parties will be entitled to be heard. Following the conclusion of such hearing the Organising Committee may issue such penalties as it sees fit, which may go as far as exclusion from the Championship.

APPENDIX 1 – THE 205 CLASS

1. QUALIFYING EVENTS

1.1 The **205 Class** shall consist of 6 qualifying rounds:

- 17th March** **Brick & Steel Border Counties, Jedburgh**
(Nat B Organised by Whickham & District Motor Club and Hawick Motor Club)
All gravel. Running in front of 4WD
Contact: Paul Hughes 0191 4889596 paul.hughes@bordercountiesrally.co.uk
- 14th April** **CARS Recovery Granite City Rally**
(Nat B Organised by Aberdeen & District Motor Club)
All gravel. Running in front of 4WD
Contact: Ian Sheills iansheills@btinternet.com
- 30th June** **Scottish Rally, Dumfries**
(Nat B Organised by RSAC Motorsport)
All gravel. Running in front of 4WD
Contact: Jonathan Lord 0141 946 5045 jcl@rsacmotorsport.co.uk
- 4th August** **Gleaner Oil & Gas Speyside Stages, Elgin**
(Nat B Organised by 63 Car Club)
95% gravel. Normal seeding.
Contact: Neil Shanks 01343 541233 speysidestages@lineone.net
- 1st Sept** **Merrick Stages, Wigtown**
(Nat B Organised by Machars and Scottish Sporting Car Clubs)
All gravel. Normal seeding.
Contact: A MARSHALL [abm_corriedoo2@btinternet.com]
- 6th Oct** **Colin McRae Forest Stages, Perth/Aberfeldy**
(Nat B Organised by Coltness Car Club)
All gravel. Running in front of 4WD
Contact: Alex Lindsay on 01698 717426 alex@mraestages.co.uk

1.2 If any of the selected qualifying events is cancelled, postponed or fails to run, then the Organising Committee may at its discretion substitute another event which may not be to the same style or status.

2. THE CARS

2.1 *The 205 class* shall use **Peugeot 205 GTi 1.6** based Rally Cars built to 1992 International GPN specification plus modifications permitted within these regulations and additional components referred to as 'controlled' or 'recommended parts' within these regulations or additional bulletins that may be issued from time to time by the Organising Committee.

2.2 To ensure fair-play, four main areas of the car's performance will be controlled:

- The engine, tuning, intake and exhaust manifolds.
- The gearbox and differential.
- The shock absorbers.
- The chassis build.

3. TECHNICAL SPECIFICATION

3.1 **Summary of Controlled Parts:**

- 1992 spec GPN Peugeot 205 GTi 1.6
- Engine, gearbox and final drive.
- Non-plate Limited Slip Differential. (Manufactured by Quaiffe)
- Shock absorbers and springs (Standard or Bilstein inserts)
- Brake Pads (Manufactured by Mintex)
- Tyres- The control tyre supplier, authorised agent, the tyre sizes, compounds and tread patterns for the championship will be published separately.

3.2 **Standard Parts/Free Supply**

3.2.1 The word "standard" as used within these regulations means :

"As original supply by Peugeot for 205 GTi production 1.6 or 1.9 cars as detailed within the GPN papers."

Where standard parts are utilised the supply is Free (use any suitable supplier).

3.2.2 If a "standard" part is not a genuine Peugeot replacement part then the following definition will apply:

"A part manufactured to the original equipment specification visually and mechanically identical to that produced by Peugeot when the vehicle was manufactured. These parts can only be used as replacement parts if they don't cause an increase in the vehicle's performance."

It is the Registered Driver's responsibility to be able to supply proof to this effect and to submit this proof on the request of *the Championship* officials.

3.3 **Free Parts** – means to the specification of the individual Registered Driver.

3.4 **Eligible vehicles:**

Peugeot 205 GTi 1.6 of any age with current MOT Certificate built to 1992 International GPN spec, plus the Championship permitted modifications and use of controlled and recommended parts. Cars must always conform to current MSA regulations. Please note that cars do not need Road Tax for single venue events where this is stated in the Supplementary Regulations for that event.

3.5 **Body shell**

3.5.1 **Body shell:** The term body shell includes bonnet, doors and boot for the purposes of these regulations. The standard Peugeot 205 body shell built to 1992 Peugeot 205 GTi 1.6 International GPN. Seam welding and double skinning are permitted but no gusseting or welded bracing is allowed other than to secure seat fixings. Removal of material from the body shell is not permitted. (Except to convert a sunroof into a steel based permanent fixture or to allow space for fixed seat bars) unless expressly approved by the Eligibility Scrutineer.

3.5.2 **Removal of Parts** - The following items can be removed from the body shell. (All standard parts not on this list **MUST** remain)

Rear Seat
Carpets
Headlining
Internal A,B & C pillar trim
Boot trim
Centre Console
All sound deadening material
Front driving lamps

It is permitted to remove trim from the doors together with their side protection bars..... But the parts removed must be replaced to FIA specification (alloy, carbon fibre or alloy honeycomb for door panels.)

3.5.3 **Exterior** - The exterior of the car must remain standard Peugeot 205 GTi except for:

The external door strips on driver's and co-driver's doors can be removed.

A roof vent or scoop can be fitted.

Rearward visibility must be ensured by two external rear-view mirrors (one on the right and one on the left).

These rear-view mirrors may be standard. Each rear-view mirror must have a reflecting surface of at least 90cm². Mirrors must be fitted at pre event scrutineering. An inside rear-view mirror is optional.

3.5.4 **Safety**

This section details the mandatory safety requirements.

3.5.4.1 **Roll Cage.** A suitable rollover cage must be fitted. The cage must be MSA approved but the supplier is free.

3.5.4.2 **Sump and Tank Guard.** A suitable sump and tank guard must be fitted

3.5.4.3 **Seats:** MSA approved seats must be used for the Driver and Co-driver. It is strongly recommended that seat bars be welded into the car as mountings.

3.5.4.4 **Safety harness:** An MSA approved safety harness having four or more mounting points must be fitted for both the Driver and Co-driver.

3.5.4.5 **Fire extinguisher:** Minimum specification must be current MSA regulations.

3.5.4.6 **Strut Brace.** A suitable strut brace **must** be fitted between the front suspension turrets.

3.5.4.7 **Mudflaps.** Mud flaps **MUST** be fitted to **ALL** wheel arches.

3.5.4.8 **Fuel system:** The fuel tank must remain standard, but the pump, filter and pressure regulator are free subject to complying with MSA rules and being considered safe. The fuel lines must run through the car using steel braided hoses or metal fuel pipes.

3.5.5 **Championship Decals** – All cars must display *the Championship* decals on each event comprising:

Key Decals

- Windscreen sticker (up to 130mm across the full width of the top of window screen).
- Bonnet decals - a Bonnet sticker being 200mm deep across the leading edge of the car's bonnet.
- Control tyre supplier stickers must be displayed on all 4 wheel arches above the wheel centre.

Other Decals

- Other championship supporter's stickers to be affixed where convenient on each side of the car.

3.5.5.1 Any competitor who is observed starting an event without the correct KEY DECALS on display by a Judge of Fact will automatically forfeit 50% of the points he is entitled to for that event according to his finishing position. The only excuse will be if the Championship Representative cannot supply missing decals if asked.

3.5.5.2 Competitors will be issued with a decal pack before the first event and will be entitled to one other set during the year free of charge. Extra Windscreen, Bonnet and Front Valance decals over and above this will be charged at £5 per decal.

3.6 Engine

3.6.1 **Engine** - The engine must be a standard unit as fitted to the Peugeot 205 GTi 1.6. Only standard parts may be used in the repair or reconditioning of the engine. It is the onus of the driver to be able to prove that all parts are standard. Registered Drivers can remove a maximum of 15 thousandth of one inch from the cylinder head.

3.6.2 **Engine Sealing** - Engines will be sealed at the start of the season. Registered Drivers will have to present their car to the Eligibility Scrutineer before the first qualifying round to have the engine sealed. The Registered Driver will be required to sign a certificate supplied by the Eligibility Scrutineer stating that the engine is standard as specified in these Regulations. **Any engine found without these seals during the season without written permission from the Eligibility Scrutineer will be deemed ineligible automatically and penalties applied. Engines can be resealed by request to, and at the discretion of, the Eligibility Scrutineer. A new certificate will have to be signed when an engine is resealed.** The organisers reserve the right to instruct the Registered Driver to take his car to a Championship Approved rolling road for a power check. This will be at the Registered Driver's expense.

3.6.3 **Engine mounts** – Engine mounts are free.

3.6.4 **Injection system** - Must remain standard in its entirety except for the air filter component after the airflow sensor and the pipe connecting the throttle body to the airflow sensor which is free. This is to facilitate the fitting of a K&N style air filter. The injection system ECU can have its rev limiter removed but must retain the same fuel mapping as that of a standard Peugeot 205 GTi 1.6. The Eligibility Scrutineer will carry a standard ECU and may exchange and seal the ECU on any car with this unit for the duration of the rally. The original ECU will be returned at the end of the rally. Only standard Peugeot 205 GTi 1.6 or 1.9 injectors can be used.

3.6.5 **Ignition system** - Must remain standard in its entirety – either Peugeot 205 GTi 1.6 or 1.9.

3.6.6 **Exhaust** - The exhaust manifold must remain standard but the system is free.

3.6.7 **Oil Cooler** – The fitting of an oil cooler is **NOT** permitted.

3.6.8 **Sump** – The standard sump can have baffles fitted.

3.7 Gearbox/Final Drive

3.7.1 **Gearbox** - The gearbox must be a standard Peugeot 205 GTi 1.6 or 1.9 item. No parts can be altered or machined in any way. The gear ratios detailed below are the only ones permitted. No mixing of gear ratios is allowed between Peugeot 205 GTi 1.6 or 1.9 or from any other gear box (such as Diesel, Mi16 etc).

Allowed gear ratios are:

1.6GTi BE1 - 1st 43/13, 2nd 32/17, 3rd 34/25, 4th 31/29, 5th 32/37,
1.6GTi BE3 - 1st 39/12, 2nd 37/20, 3rd 34/25, 4th 31/29, 5th 32/37,
1.6GTi BE3 – 1st 38/13, 2nd 37/20, 3rd 34/25, 4th 31/29, 5th 32/37,
1.9GTi BE1 - 1st 38/13, 2nd 32/17, 3rd 34/25, 4th 31/29, 5th 32/37,
1.9GTi BE3 - 1st 38/13, 2nd 37/20, 3rd 34/25, 4th 31/29, 5th 32/37,

The later BE3 is recommended.

Final drive ratios of up to 4.93:1 are permitted.

3.7.2 **Differential** - A Quaiffe ATB non-plate Limited Slip Differential can be fitted.

3.7.3 **Clutch** - Material is Free but must use standard type pressure plate.

3.7.4 **Driveshafts & Hubs** - 205 GTi 1.6, 205 GTi 1.9 or 309 GTi 1.9 (8 valve) driveshafts and hubs can be fitted.

3.7.5 **Gear Linkage** – The gear linkage can be modified to incorporate rose joints.

3.7.6 **Cooling Fans** – a second fan can be fitted in the original Peugeot location .

3.8 **Suspension**

3.8.1 **Dampers** - Damping is a **control item** and must be standard Peugeot or Bilstein. No fast road alternative or any other manufacturer's shock absorbers are allowed. The front inserts and rear shock absorbers must be manufactured by Bilstein or Peugeot.

3.8.2 **Front Springs, Platform and Top Mounts** - The front springs, platforms and top mounts are free.

3.8.3 **Front Wishbones** – 205 GTi or 309 GTi Front wishbones can be used. Front wishbones can be modified to incorporate rosejoints which may be adjustable.

3.8.4 **Front Anti-Roll Bar** – The front anti-roll bar and associated drop links may be fitted, disconnected or removed completely.

3.8.5 **Rear Axle** - Rear axle must be a standard 205 GTi (1.6 or 1.9) rear beam fitted with 19mm diameter torsion bars. Rear torsion bars may be adjusted for ride height. The rear anti-roll bar is free and may be fitted, disconnected or removed completely.

3.8.6 **Ride Height** – Ride height must always be above the 205 1.6 GPN minimum, Front 332mm, Rear 321mm measured vertically from the wheel centre to the bottom of the plastic wheel arch trim with no people or fuel on board.

3.9 **Brakes**

3.9.1 **Master Cylinder** – Cars must be fitted with either a 205 GTi 1.6 or 205GTi 1.9 standard brake master cylinder.

3.9.2 **Front Brakes** – Cars must be fitted with either 205 GTi 1.6 or 205 GTi 1.9 standard brake calipers and discs.

3.9.3 **Rear Brakes** – Cars must be fitted with either 205 GTi 1.6 standard brake drums and shoes or 205 GTi 1.9 standard brake calipers and discs.

3.9.4 **Brake Pads/Shoes:** Must be supplied by control supplier (Mintex) or Peugeot standard pads for Peugeot 205 GTi 1.6 or 1.9. Carbon metallic pads are not allowed.

3.9.5 **Brake Bias:** A limiting valve may be fitted to adjust the rear brake bias but any form of adjustable pedal box is not allowed.

3.9.6 **Servo** – Servo must remain in its standard position but assistance can be disabled if required.

3.9.7 **Handbrake:** Handbrake can be modified to a fly off type and hydraulic but the original linkage must remain and operate as a standard Peugeot 205 GTi.

3.10 **Steering**

3.10.1 Original Peugeot Hydraulic Power Steering is permitted.

3.10.2 A quick rack can be fitted.

3.11 **Electrical System**

Battery is free and can be relocated inside the car in a suitable container.
Wiring looms are free.

3.12 **Wheels**

Wheels are free but must be a max 6 inch wide x 14 inch diameter. Wheel spacers are not permitted. Competitors should note max track for the car is 1380mm front and 1340 mm rear. Wheel track is measured from the centre of the tyre to centre of tyre.

3.13 **Tyres**

Competitors must use the control tyres (3.1) specifically supplied by the appointed Supplier or their Agent for the Championship. Tyres will be available prior to the first round for testing purposes and available for purchase and fitment at each event. Competitors must only use tyres purchased from appointed Supplier or their Agent. All tyres will be branded/marked. Any competitor found using NON Championship, unbranded or unmarked tyres will not receive Championship points for that event.

3.14 **Fuel**

Only Pump Fuel as defined in Terminology – “Fuel” and “Pump Fuel” of the MSA Competitors Yearbook can be used. No power enhancing additives can be used. Fuel samples for testing may be taken at any time.

4. POINT SCORING

4.1 Points shall be awarded to fully Registered Drivers on each qualifying event in the class in which the driver has registered.

4.2. For Overall and Junior categories, points shall be allocated as follows:-

1st Registered Driver = 20 points, 2nd - 17 points, 3rd - 15 points, 4th - 14 points, 5th - 13 points etc down to 17th – 1point.

4.3 Registered Drivers shall count their 5 highest points scores from the 6 qualifying events to arrive at the year-end category positions. If qualifying events are cancelled, dropping the number of qualifying events to 5, competitors shall count their 5 highest scores. If the number of qualifying events drops below 5, the number of scores to count for category positions shall be reduced by the same number of events dropping below 5(4 to count from 5 etc) .

4.4 In the event of a tie, it shall be resolved in favour of the Registered Driver who has counted the most maximum scores in his/her final category score, failing that, in favour of the Registered Driver with the most scores at the next level, etc. If this fails to resolve the tie, then the competitor scoring the higher points on the 4th event to run shall be awarded 1 extra point in the category experiencing the tie. If this fails to resolve the tie, then the competitor scoring the higher points on the 5th event to run shall be awarded 1 extra point in the category experiencing the tie. If this fails to resolve the tie, then the competitor scoring the higher points on the 6th event to run shall be awarded 1 extra point in the category experiencing the tie.

4.5 The Final Results (as and when declared Final and published by the organisers of each qualifying round) shall be used as the definitive results for the calculation of Championship points. It is the competitor's own responsibility to make sure that his/her final position in these Final Results is correctly recorded.

4.6 Championship Tables shall be updated within 7 days after each Qualifying Round. These Tables shall be available on the Championship website or in paper copy from the Coordinator on request. Championship Tables shall go final 5 days after they are posted on the website after the Final Qualifying round.

5. PRIZE FUND and AWARDS

5.1 Event Awards

5.1.1 On every event counting towards the **205 Class**, awards shall be presented to the first & second overall winning registered drivers in each class. If a class in any particular event does not have five registered drivers entered no second in class award will be presented. Trophies not collected at the Prize Giving for the event they have been won on will be forfeited and recycled.

5.2 Year-end Awards

5.2.1 The winner of the Overall category shall receive the Barlow Quaich (to be held for 1 year).

5.2.2 The winner of the Junior category shall receive the ABR Trophy (to be held for 1 year).

- 5.2.3 Awards shall also be presented to the top 3 Registered Competitors in each of the categories.
- 5.2.4 Further year-end awards, which may be in the form of cash, goods or services, may be presented at the discretion of the Organising Committee. Such awards shall be notified by the publication of separate bulletins.
- 5.2.5 The Eligibility Scrutineer shall check cars for compliance before awards are presented. This may be as soon as a class is won. Engines shall either be stripped down or taken to Peugeot Ecosse for a rolling road check. If a car has a current Peugeot Ecosse rolling road certificate and was sealed by the Eligibility Scrutineer when the certificate was produced then this check shall not be required as long as all the seals are in place and the Eligibility Scrutineer is in agreement. This shall be at the expense of the Registered Driver.
- 5.2.6 **The Pearson Building Supplies Quaich**

All registered 205 drivers who have registered before 31st August 2012 shall be eligible for this award. Points shall be scored over the following qualifying events:

The Brick & Steel Border Counties Rally 2012

The Scottish Rally 2012

The Merrick Rally 2012

The winner shall be the driver who has accumulated the most points in the 205 class in the 2012 Brick & Steel Ecosse Challenge from the 3 qualifying events. If an event fails to run or produce final results, then the number of qualifying events will drop accordingly (if 2 run, then 2 count etc).

In the event of a tie, it shall be resolved in favour of the Registered Driver who has counted the most maximum scores in his/her final score, failing that, in favour of the Registered Driver with the most scores at the next level, etc. If this fails to resolve the tie, then the competitor scoring the higher points on the Merrick shall be awarded 1 extra point. If this fails to resolve the tie, then the competitor scoring the higher points on the Scottish shall be awarded 1 extra point.

APPENDIX 2 – The Civic 1600 Class

1. QUALIFYING EVENTS

- 1.1 The **Civic 1600 Class** shall consist of 6 qualifying rounds:

17 th March	Brick & Steel Border Counties, Jedburgh (Nat B Organised by Whickham & District Motor Club and Hawick Motor Club) All gravel. Running in front of 4WD. Contact: Paul Hughes 0191 4889596 paul.hughes@bordercountiesrally.co.uk
14 th April	CARS Recovery Granite City Rally (Nat B Organised by Aberdeen & District Motor Club) All gravel. Running in front of 4WD. Contact: Ian Sheills iansheills@btinternet.com
30 th June	Scottish Rally, Dumfries (Nat B Organised by RSAC Motorsport) All gravel. Running in front of 4WD. Contact: Jonathan Lord 0141 946 5045 jcl@rsacmotorsport.co.uk
4 th August	Gleaner Oil & Gas Speyside Stages, Elgin (Nat B Organised by 63 Car Club) 95% gravel. Normal seeding. Contact: Neil Shanks 01343 541233 speysidestages@lineone.net
1st Sept	Merrick Stages, Wigtown (Nat B Organised by Machars and Scottish Sporting Car Clubs) All gravel. Normal seeding. Contact: A MARSHALL [abm_corriedoo2@btinternet.com]
6th Oct	Colin McRae Forest Stages, Perth/ Aberfeldy (Nat B Organised by Coltness Car Club) All gravel. Running in front of 4WD. Contact: Alex Lindsay on 01698 717426 alex@mcraestages.co.uk

- 1.2 If any of the selected qualifying events is cancelled, postponed or fails to run, then the Organising Committee may at its discretion substitute another event which may not be to the same style or status.

2. THE CARS

2.1 *The Championship* shall use Honda Civic EK or EG based Rally Cars.

UK registered cars have to comply with International GPN specification (N5552 dated 1996 for the EK model and N5444 dated 1992 for the EG model) plus modifications permitted within these regulations and additional components referred to as 'controlled' or 'recommended parts' within these regulations or additional bulletins that may be issued from time to time by the Organising Committee.

Japanese Domestic Market (JDM) cars must also comply with the same International Gp N specification but can use any parts fitted to the production model in Japan. The responsibility for this proof lies with the competitor.

3. TECHNICAL SPECIFICATION

3.1 Summary of Main Controlled Parts:

Engine – standard production 1600cc VTEC unit with max 190 bhp at flywheel.

Gearbox – H-pattern, production Honda casing.

Tyres- The control tyre supplier, authorised agent, the tyre sizes, compounds and tread patterns for the championship will be published separately.

3.2 Standard Parts/Free Supply

3.2.1 The word "standard" as used within these regulations means :

"As original supply by Honda, including JDM ."

Where standard parts are utilised the supply is Free (use any suitable supplier).

3.2.2 If a "standard" part is not a genuine Honda replacement part then the following definition will apply:

"A part manufactured to the original equipment specification visually and mechanically identical to that produced by Honda when the vehicle was manufactured. These parts can only be used as replacement parts if they don't cause an increase in the vehicle's performance."

It is the Registered Driver's responsibility to be able to supply proof to this effect and to submit this proof on the request of *the Championship* officials.

3.3 **Free Parts** – means to the specification of the individual Registered Driver.

3.4 Eligible vehicles:

3.4.1 Honda Civic EK or EG models of any age with current MOT Certificate with the Championship permitted modifications and use of controlled and recommended parts. Cars must always conform to current MSA regulations.

3.4.2 Imported JDM cars must also carry a list of approved parts over and above what is permitted in the International Gp N regulations. This list must be presented to the Eligibility Scrutineer at the start of the season for him to approve and sign. The list must then be kept with the car's RAC MSA Log Book and must be presented to the Eligibility Scrutineer on his request.

3.5 Body shell

3.5.1 **Body shell:** The standard Honda EK or EG 3 door body shell must be used. The term body shell includes bonnet, doors and boot for the purposes of these regulations. Seam welding, double skinning and reasonable amounts of gusseting are permitted to add strength and protection to the shell. Removal of material from the body shell is limited to:

To allow roll cage triangulation through the front bulkhead

Converting a sunroof into a steel based permanent fixture

Allowing space for fixed seat bars

Cutting holes in the supporting frames of the bonnet, doors and boot

Removal of non-essential brackets

Side (door and rear quarter) and rear windows may be replaced by plastic items.

Electric heated front screens can be fitted.
Bonnet and rear hatch can be fibre glass.
The minimum weight for EK and EG cars shall be 946 kg.

3.5.2 Removal of Parts - The following items can be removed from the bodyshell. (All standard parts not on this list MUST remain)

Heater plus matrix
Air conditioning
Rear Seat
Carpets
Headlining
Internal A,B & C pillar trim
Boot trim
Centre Console
All sound deadening material
Front driving lamps
Window winding mechanisms (manual or electric)

It is permitted to remove trim from the doors together with their side protection bars..... But the parts removed must be replaced to FIA specification (alloy, carbon fibre or alloy honeycomb for door panels.)

3.5.3 Exterior – The exterior of the car must remain standard Honda EK or EG in appearance. JDM variations are allowed.

Rearward visibility must be ensured by two external rear-view mirrors (one on the right and one on the left). These rear-view mirrors may be standard. Each rear-view mirror must have a reflecting surface of at least 90cm². Mirrors must be fitted at pre event scrutineering. An inside rear-view mirror is optional. A roof vent or scoop can be fitted.

3.5.4 Safety - This section details the mandatory safety requirements.

- 3.5.4.1 **Roll Cage:** A suitable rollover cage must be fitted. The cage must be MSA approved but the supplier is free.
- 3.5.4.2 **Sump and Tank Guard:** A suitable sump and tank guard must be fitted.
- 3.5.4.3 **Seats:** MSA approved seats must be used for the Driver and Co-driver. It is strongly recommended that seat bars be welded into the car as mountings.
- 3.5.4.4 **Safety harness:** An MSA approved safety harness having four or more mounting points must be fitted for both the Driver and Co-driver.
- 3.5.4.5 **Fire extinguisher:** Minimum specification must be current MSA regulations.
- 3.5.4.6 **Strut Brace:** A suitable strut brace must be fitted between the front suspension turrets.
- 3.5.4.7 **Mudflaps:** Mud flaps must be fitted to ALL wheel arches.
- 3.5.4.8 **Fuel system:** The fuel tank is free. The pump, filter and pressure regulator are free subject to complying with MSA rules and being considered safe. The fuel lines must run through the car using steel braided hoses or metal fuel pipes.
- 3.5.4.9 **The Spare Wheel** can be relocated from the spare wheel well but must be securely fixed to the car.

3.5.5 Championship Decals – All cars must display *the Championship* decals on each event comprising:

Key Decals

- Windscreen sticker (up to 130mm across the full width of the top of window screen).
- Bonnet decals - a Bonnet sticker being 200mm deep across the leading edge of the car's bonnet.
- Control tyre supplier stickers must be displayed on all 4 wheel arches above the wheel centre

Other Decals

- Other championship supporter's stickers to be affixed where convenient on each side of the car

- 3.5.5.1 Any competitor who is observed starting an event without the correct KEY DECALS on display by a Judge of Fact will automatically forfeit 50% of the points he is entitled to for that event according to his finishing position. The only excuse will be if the Championship Representative cannot supply missing decals if asked.
- 3.5.5.2 Competitors will be issued with a decal pack before the first event and will be entitled to one other set during the year free of charge. Extra Windscreen, Bonnet and Front Valance decals over and above this will be charged at £5 per decal.

3.6 Engine

- 3.6.1 **Engine** - The engine must be a standard production B16 unit as fitted by Honda . The engine can be JDM. The following modifications are permitted:

Cylinder head gasket is free.

With the modifications fitted, the engine **MUST NOT** be capable of producing more than 190bhp at the flywheel on the Peugeot Ecosse, Bo'ness rolling road or on a rolling road specified by the Eligibility Scrutineer.

Except where permitted in the modifications above: only standard parts may be used in the repair or reconditioning of the engine. It is the onus of the driver to be able to prove that all parts are standard.

3.6.2 **Engine Sealing –**

Engines and ECUs (standard or “piggy back”) will be sealed at the start of the season.

Registered Drivers will have to present their car for sealing with a Rolling Road Report from Peugeot Ecosse, Bo’ness, or a rolling road specified by the Eligibility Scrutineer, to the Eligibility Scrutineer before the first qualifying round.

The Registered Driver will be required to sign a certificate supplied by the Eligibility Scrutineer stating that the engine complies fully with these Regulations.

Any component found without seals during the season without written permission (emails are acceptable) from the Eligibility Scrutineer will be deemed illegal automatically and penalties applied. Components can be resealed by request to, and at the discretion of, the Eligibility Scrutineer. A new certificate (and rolling road report where required) will have to be completed when a component is resealed.

ECUs can be unsealed on request and in the presence of the Eligibility Scrutineer or his nominated deputy.

The organisers reserve the right to instruct the Registered Driver to take his car to a Championship Approved rolling road for a power check at any time. This will be at the Registered Driver’s expense.

3.6.3 **Engine mounts –** Engine mounts are free.

3.6.4 **Injection system -** Must remain standard in its entirety except for the air filter component after the airflow sensor and the pipe connecting the throttle body to the airflow sensor which is free. This is to facilitate the fitting of a K&N style air filter. Only standard Honda injectors can be used.

3.6.5 **Ignition system –**

A standard production ECU from the EK or EG range must be fitted but can be “unlocked” and reprogrammed but the 190 bhp limit cannot be exceeded .

An external “piggy back” ECU can be fitted but the 190 bhp limit cannot be exceeded.

An internal “piggy back” ECU can be fitted but the 190 bhp limit cannot be exceeded

3.6.6 **Exhaust -** The exhaust manifold is free. The system is free. A suitable catalytic converter must be fitted. Location within the exhaust system is free.

3.6.7 **Oil Cooler –** An oil cooler may be fitted, but must use a sandwich plate type take-off from the oil filter mounting.

3.6.8 **Sumps –** The standard sump can have baffles fitted.

3.7 **Gearbox/Final Drive**

3.7.1 **Gearbox -** The gearbox casing must be standard production. Gear ratios are free but synchromesh must be retained. There can be no more than 5 forward gears and the gear change must remain manual H-pattern.

3.7.2 **Differential and CWP –** Are free.

3.7.3 **Clutch –** Clutch plate and pressure plate are free.

3.7.4 **Driveshafts & Hubs -** Driveshafts are free. Regular replacement is recommended. Hubs must remain standard.

3.7.5 **Gear Linkage –** The gear linkage can be modified to incorporate rose joints.

3.8 **Suspension**

3.8.1 **Dampers –** are free.

3.8.2 **Springs, Platform and Top Mounts -** The springs, platforms and top mounts are free.

3.8.3 **Suspension arms –** suspension arms can be modified to incorporate rosejoints/joints which may be adjustable. Suspension pick up points can be strengthened but cannot be moved.

3.8.4 **Stabilisers (anti roll bars) –** stabilisers are free “Bars and associated drop links may be fitted, disconnected

or removed completely.”

3.8.5 **Ride Height** – Ride height minimum should be: Front 343 mm, Rear 343 mm measured vertically from the wheel centre to the bottom of the wheel arch with no people or fuel on board.

3.9 **Brakes**

3.9.1 **Master Cylinders** – Are free.

3.9.2 **Front Brakes** – Any standard production Front brakes from the Honda model range can be used.

3.9.3 **Rear Brakes** – Any standard production Rear brakes from the Honda model range can be used.

3.9.4 **Brake Material** - Brake pad material must be from the Mintex range of products or Standard. They must be of non-carbon metallic material.

3.9.5 **Brake Bias** - limiting valves may be fitted to adjust brake bias. Adjustable pedal boxes are permitted.

3.9.6 **Servo** – Servo assistance may be removed.

3.9.7 **Handbrake** - Handbrake can be modified to a fly off type and hydraulic but the original linkage must remain and operate as a standard Honda Civic.

3.10 **Steering**

3.10.1 Power Steering as fitted to a standard Honda Civic EK or EG model is permitted.

3.10.2 A Quick rack can be fitted.

3.11 **Electrical System**

Battery is free and can be relocated inside the car in a suitable container.

Wiring looms are free.

3.12 **Wheels**

Wheels are free but must be a max 6 inch wide x 15 inch diameter. Wheel spacers are not permitted.

Competitors should note max track for the car is 1505 mm front and 1498 mm rear. Wheel track is measured from the centre of the tyre to centre of tyre.

3.13 **Tyres**

Competitors must use the control tyres (3.1) specifically supplied by the appointed Supplier or their Agent for the Championship. Tyres will be available prior to the first round for testing purposes and available for purchase and fitment at each event. Competitors must only use tyres purchased from the appointed Supplier or their Agent. All tyres will be branded/marked. Any competitor found using non Championship, unbranded/unmarked tyres will not receive Championship points for that event.

3.14 **Fuel**

Only Pump Fuel as defined in Terminology – “Fuel” and “Pump Fuel” of the MSA Competitors Yearbook can be used.

No additives can be used. Fuel samples for testing may be taken at any time.

4. **POINT SCORING**

4.1 Points shall be awarded to fully Registered Drivers on each qualifying event in the class in which the driver has registered.

4.2. For Overall Driver points shall be allocated as follows:-

1st Registered Driver = 20 points, 2nd - 17 points, 3rd - 15 points, 4th - 14 points, 5th - 13 points etc down to 17th – 1point.

4.3 Registered Drivers shall count their 5 highest points scores from the 6 qualifying events to arrive at the year-end category positions. If qualifying events are cancelled, dropping the number of qualifying events to 5, competitors shall count their 4 highest scores. If the number of qualifying events drops below 5, the number of scores to count for category positions shall be reduced by the same number of events dropping below 5(3 to count from 4; 2 to count from 3 etc) .

- 4.4 In the event of a tie, it shall be resolved in favour of the Registered Driver who has counted the most maximum scores in his/her final category score, failing that, in favour of the Registered Driver with the most scores at the next level, etc. If this fails to resolve the tie, then the competitor scoring the higher points on the 4th event to run shall be awarded 1 extra point in the category experiencing the tie. If this fails to resolve the tie, then the competitor scoring the higher points on the 5th event to run shall be awarded 1 extra point in the category experiencing the tie. If this fails to resolve the tie, then the competitor scoring the higher points on the 6th event to run shall be awarded 1 extra point in the category experiencing the tie.
- 4.5 The Final Results (as and when declared Final and published by the organisers of each qualifying round) shall be used as the definitive results for the calculation of Championship points. It is the competitor's own responsibility to make sure that his/her final position in these Final Results is correctly recorded.
- 4.6 Championship Tables will be updated within 7 days after each Qualifying Round. These Tables will be available on the Championship website or in paper copy from the Co-ordinator on request. Championship Tables will go final 5 days after they are posted on the website after the Final Qualifying round.
- 5. PRIZE FUND and AWARDS**
- 5.1 Event Awards**
- 5.1.1 On every event counting towards the **Civic Class**, awards shall be presented to the first & second winning registered drivers. If a class on any particular event does not have five registered drivers entered no second in class award will be presented. Trophies not collected at the Prize Giving for the event they have been won on will be forfeited and recycled.
- 5.2 Year-end Awards**
- 5.2.1 The Overall winning driver of the category shall receive a Trophy.
- 5.2.2 Awards shall also be presented to the top 3 Registered Drivers.
- 5.2.3 Further year-end awards, which may be in the form of cash, goods or services, may be presented at the discretion of the Organising Committee. Such awards will be notified by the publication of separate bulletins.
- 5.2.4 The Eligibility Scrutineer will check cars for compliance before Year-End awards are presented. This may be as soon as a class is won. Engines will either be stripped down or taken to Peugeot Ecosse for a rolling road check. If a car has a current Peugeot Ecosse rolling road certificate and was sealed by the Eligibility Scrutineer when the certificate was produced then this check will not be required as long as all the seals are in place and the Eligibility Scrutineer is in agreement. This will be at the expense of the Registered Driver.

APPENDIX 3 – The Civic Type R Class

1. QUALIFYING EVENTS

- 1.1 The **Civic Type R Class** shall consist of 6 qualifying rounds:
- | | |
|------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 17th March | Brick & Steel Border Counties, Jedburgh
(Nat B Organised by Whickham & District Motor Club and Hawick Motor Club)
All gravel. Running in front of 4WD.
Contact: Paul Hughes 0191 4889596 paul.hughes@bordercountiesrally.co.uk |
| 14th April | CARS Recovery Granite City Rally
(Nat B Organised by Aberdeen & District Motor Club)
All gravel. Running in front of 4WD.
Contact: Ian Sheills iansheills@btinternet.com |
| 30th June | Scottish Rally, Dumfries
(Nat B Organised by RSAC Motorsport)
All gravel. Running in front of 4WD.
Contact: Jonathan Lord 0141 946 5045 jcl@rsacmotorsport.co.uk |
| 4th August | Gleaner Oil & Gas Speyside Stages, Elgin
(Nat B Organised by 63 Car Club)
95% gravel. Normal seeding.
Contact: Neil Shanks 01343 541233 speysidestages@lineone.net |
| 1st Sept | Merrick Stages, Wigtown
(Nat B Organised by Machars and Scottish Sporting Car Clubs) |

All gravel. Normal seeding.
Contact: A MARSHALL [abm_corriedoo2@btinternet.com]
6th Oct Colin McRae Forest Stages, Perth/ Aberfeldy
(Nat B Organised by Coltness Car Club)
All gravel. Running in front of 4WD.
Contact: Alex Lindsay on 01698 717426 alex@mraestages.co.uk

1.2 If any of the selected qualifying events is cancelled, postponed or fails to run, then the Organising Committee may at its discretion substitute another event which may not be to the same style or status.

2. THE CARS

2.1 *The Championship shall use Honda Civic Type R EP3 or FN2 based Rally Cars.*
UK registered cars have to comply with International **GPN specification** (N5646 dated 1st April 2002 / N5710 dated 1st April 2007/ N5716 dated 1st March 2008))plus modifications permitted within these regulations and additional components referred to as 'controlled' or 'recommended parts' within these regulations or additional bulletins that may be issued from time to time by the Organising Committee.

3. TECHNICAL SPECIFICATION

3.1 Summary of Main Controlled Parts:

Engine – standard production 2000cc VTEC unit
Gearbox – H-pattern, production Honda casing
Tyres- The control tyre supplier, authorised agent, the tyre sizes, compounds and tread patterns for the championship will be published separately.

3.2 Standard Parts/Free Supply

3.2.1 The word "standard" as used within these regulations means :

"As original supply by Honda, including JDM ."

Where standard parts are utilised the supply is Free (use any suitable supplier).

3.2.2 If a "standard" part is not a genuine Honda replacement part then the following definition will apply:

"A part manufactured to the original equipment specification visually and mechanically identical to that produced by Honda when the vehicle was manufactured. These parts can only be used as replacement parts if they don't cause an increase in the vehicle's performance."

It is the Registered Driver's responsibility to be able to supply proof to this effect and to submit this proof on the request of *the Championship* officials.

3.3 **Free Parts** – means to the specification of the individual Registered Driver.

3.4 Eligible vehicles:

3.4.1 Honda Civic Type R EP3 and FN2 models of any age with current MOT Certificate with the Championship permitted modifications and use of controlled and recommended parts. Cars must always conform to current MSA regulations.

3.4.2 Imported JDM cars must also carry a list of approved parts over and above what is permitted in the International Gp N regulations. This list must be presented to the Eligibility Scrutineer at the start of the season for him to approve and sign. The list must then be kept with the car's RAC MSA Log Book and must be presented to the Eligibility Scrutineer on his request.

3.5 Body shell

Per Gp N regulations

3.6 Engine

Per Gp N regulations

3.6.1 Engine

Per Gp N regulations

3.6.2 Engine Sealing –

Engines and ECUs (standard or “piggy back”) will be sealed at the start of the season.

The Registered Driver will be required to sign a certificate supplied by the Eligibility Scrutineer stating that the engine complies fully with these Regulations.

Any component found without seals during the season without written permission (emails are acceptable) from the Eligibility Scrutineer will be deemed illegal automatically and penalties applied. Components can be resealed by request to, and at the discretion of, the Eligibility Scrutineer. A new certificate will have to be completed when a component is resealed.

ECUs can be unsealed on request and in the presence of the Eligibility Scrutineer or his nominated deputy.

The organisers reserve the right to instruct the Registered Driver to take his car to a Championship Approved rolling road for a power check at any time. This will be at the Registered Driver’s expense.

3.7 Gearbox/Final Drive

Per Gp N regulations

3.8 Suspension

The modification of spring and shock absorber adjustments from the cockpit is prohibited.

The reinforcing of the structural parts of the suspension (with the exception of anti-roll bars) and its anchorage points by the addition of material is allowed.

The suspension reinforcements must not create hollow sections and must not allow two separate parts to be joined together to form one.

Springs:

The spring seats may be adjustable if the adjustable structural part is a part of the spring seat and is separated from the original suspension parts/bodywork (it may be removed).

Coil springs:

The length is free, as are the number of coils, the wire diameter, the external diameter, the type of spring (progressive or not) and the shape of the spring seats.

The number of springs and spring seats is free provided the springs are mounted in series.

Torsion bars: The diameter is free.

These freedoms on the suspension springs do not authorise one to disregard Minimum Ride Height per the Homologation form (minimum height of the centre of the hubcap, wheel passage opening).

For the EPR this is: Front 330/Rear 325

For the FN2 this is: Front 324/Rear 318

Spring+shock absorber assemblies:

Spring+shock absorber assemblies are authorised even if the series vehicle is not so equipped, provided that the original spring is removed.

Shock absorbers:

Free, provided that their number, their type (telescopic, arm, etc.), their working principle (hydraulic, friction, mixed, etc.), and their attachment points remain unchanged.

The use of bearings with linear guidance is prohibited.

Only guidance by plain bearings is authorised.

The checking of the operating principle of the shock absorbers will be carried out as follows :

Once the springs and/or the torsion bars are removed, the vehicle must sink down to the bump stops in less than 5 minutes.

The damper tanks may be attached onto the unmodified shell of the cars.

If the shock absorbers have separate fluid reserves located in the cockpit, or in the boot if this is not separated from the cockpit, these must be strongly fixed and must have a protection.

A silent block may be replaced by a "Uniball" joint, but only on condition that the shock absorber has no guiding function.

Gas filled dampers, regarding their working principle, will be considered as hydraulic dampers.

Mc Pherson type suspension damper

If, in order to change the damping element of a Mac Pherson suspension, or a suspension operating in an identical manner, it is necessary to replace the telescopic part and/or the shock strut (damper and system of connection to the hub carrier), the replacement parts must be mechanically equivalent to the original ones and have the same mounting points.

For McPherson suspensions, the shape of the spring seats is free.

Their material is free.

Silent blocks:

A silent block may be replaced with a new silent block, of which the shape is free and the maximum hardness.

3.9 **Brakes** Per Gp N regulations.

3.10 **Steering** Per Gp N regulations

3.11 **Electrical System** Per Gp N regulations

3.12 **Wheels** Per Gp N regulations

3.13 **Tyres**

Competitors must use the control tyres (3.1) specifically supplied by the appointed Supplier or their Agent for the Championship. Tyres will be available prior to the first round for testing purposes and available for purchase and fitment at each event. Competitors must only use tyres purchased from the appointed Supplier or their Agent. All tyres will be branded/marked. Any competitor found using non Championship, unbranded/unmarked tyres will not receive Championship points for that event.

3.14 **Fuel**

Only Pump Fuel as defined in Terminology – "Fuel" and "Pump Fuel" of the MSA Competitors Yearbook can be used.

No additives can be used. Fuel samples for testing may be taken at any time.

3.15 **Safety** Per MSA Competitor's Yearbook 2012

3.16 **Championship Decals** – All cars must display *the Championship* decals on each event comprising:

Key Decals

- Windscreen sticker (up to 130mm across the full width of the top of window screen).
- Bonnet decals - a Bonnet sticker being 200mm deep across the leading edge of the car's bonnet.
- Control tyre supplier stickers must be displayed on all 4 wheel arches above the wheel centre

Other Decals

- Other championship supporter's stickers to be affixed where convenient on each side of the car

3.16.1 Any competitor who is observed starting an event without the correct KEY DECALS on display by a Judge of Fact will automatically forfeit 50% of the points he is entitled to for that event according to his finishing position. The only excuse will be if the Championship Representative cannot supply missing decals if asked.

3.16.2 Competitors will be issued with a decal pack before the first event and will be entitled to one other set during the year free of charge. Extra Windscreen, Bonnet and Front Valance decals over and above this will be charged at £5 per decal

4. POINT SCORING

4.1 Points shall be awarded to fully Registered Drivers on each qualifying event in the class in which the driver has registered.

4.2. For Overall Driver points shall be allocated as follows:-

1st Registered Driver = 20 points, 2nd - 17 points, 3rd - 15 points, 4th - 14 points, 5th - 13 points etc down to 17th – 1point.

- 4.3 Registered Drivers shall count their 5 highest points scores from the 6 qualifying events to arrive at the year-end category positions. If qualifying events are cancelled, dropping the number of qualifying events to 5, competitors shall count their 4 highest scores. If the number of qualifying events drops below 5, the number of scores to count for category positions shall be reduced by the same number of events dropping below 5 (3 to count from 4; 2 to count from 3 etc) .
- 4.4 In the event of a tie, it shall be resolved in favour of the Registered Driver who has counted the most maximum scores in his/her final category score, failing that, in favour of the Registered Driver with the most scores at the next level, etc. If this fails to resolve the tie, then the competitor scoring the higher points on the 4th event to run shall be awarded 1 extra point in the category experiencing the tie. If this fails to resolve the tie, then the competitor scoring the higher points on the 5th event to run shall be awarded 1 extra point in the category experiencing the tie. If this fails to resolve the tie, then the competitor scoring the higher points on the 6th event to run shall be awarded 1 extra point in the category experiencing the tie.
- 4.5 The Final Results (as and when declared Final and published by the organisers of each qualifying round) shall be used as the definitive results for the calculation of Championship points. It is the competitor's own responsibility to make sure that his/her final position in these Final Results is correctly recorded.
- 4.6 Championship Tables will be updated within 7 days after each Qualifying Round. These Tables will be available on the Championship website or in paper copy from the Co-ordinator on request. Championship Tables will go final 5 days after they are posted on the website after the Final Qualifying round.

5. PRIZE FUND and AWARDS

5.1 Event Awards

- 5.1.1 On every event counting towards the **Civic Type R Class**, awards shall be presented to the first & second winning registered drivers. If a class on any particular event does not have five registered drivers entered no second in class award will be presented. Trophies not collected at the Prize Giving for the event they have been won on will be forfeited and recycled.

5.2 Year-end Awards

- 5.2.1 The Overall winning driver of the category shall receive a Trophy.
- 5.2.2 Awards shall also be presented to the top 3 Registered Drivers.
- 5.2.3 Further year-end awards, which may be in the form of cash, goods or services, may be presented at the discretion of the Organising Committee. Such awards will be notified by the publication of separate bulletins.
- 5.2.4 The Eligibility Scrutineer will check cars for compliance before Year-End awards are presented. This may be as soon as a class is won. Engines will either be stripped down or taken to Peugeot Ecosse for a rolling road check. If a car has a current Peugeot Ecosse rolling road certificate and was sealed by the Eligibility Scrutineer when the certificate was produced then this check will not be required as long as all the seals are in place and the Eligibility Scrutineer is in agreement. This will be at the expense of the Registered Driver.

Appendix 4 – Co-driver Category

There shall be separate Co-driver Categories and all Registered Co-drivers shall score points when accompanying Registered Drivers from the 205, Civic 1600 Class and Civic Type R classes.

1. POINT SCORING

- 1.1 Points shall be awarded to fully Registered Co-drivers on each qualifying round of the Championship.
- 1.2 Co-drivers can score points from either class but the allocation of points shall be according to their position in the class in which their driver for that particular event has registered in the Championship. Points shall be allocated to Registered Co-drivers from each of the 205 and Civic Classes as follows:-

1st Registered Co-driver = 20 points, 2nd - 17 points, 3rd - 15 points, 4th - 14 points, 5th - 13 points etc

down to 17th – 1 point.

- 1.3 If a Registered Co-driver competes with a non-Registered Driver, the Co-driver shall not be eligible to score points.
- 1.4 Registered Co-drivers shall count their 5 highest points scores from the 6 qualifying events to arrive at the year-end category positions. If qualifying events are cancelled, dropping the number of qualifying events to 5 competitors shall count their 4 highest scores. If the number of qualifying events drops below 5, the number of scores to count for category positions shall be reduced by the same number of events dropping below 5 (3 to count from 4; 2 to count from 3 etc) .
- 1.5 In the event of a tie, it shall be resolved in favour of the Registered Co-driver who has counted the most maximum scores in his/her final category score, failing that, in favour of the Registered Co-driver with the most scores at the next level, etc. If this fails to resolve the tie, then the competitor scoring the higher points on the 4th event to run shall be awarded 1 extra point in the category experiencing the tie. If this fails to resolve the tie, then the competitor scoring the higher points on the 5th event to run shall be awarded 1 extra point in the category experiencing the tie. If this fails to resolve the tie, then the competitor scoring the higher points on the 6th event to run shall be awarded 1 extra point in the category experiencing the tie.
- 1.6 The Final Results (as and when declared Final and published by the organisers of each qualifying round) shall be used as the definitive results for the calculation of Championship points. It is the competitor's own responsibility to make sure that his/her final position in these Final Results is correctly recorded.
- 1.7 Championship Tables shall be updated within 7 days after each Qualifying Round. These Tables will be available on the Championship website or in paper copy from the Coordinator on request. Championship Tables will go final 5 days after they are posted on the website after the Final Qualifying round.

2. PRIZE FUND and AWARDS

2.1 Event Awards

- 2.1.1 On every qualifying event, awards shall be presented to the highest placed first and second winning Registered Co-driver in the **205, Civic 1600 and Civic Type R** classes. The Co-driver awards shall go to Registered Co-drivers only. If a category winning driver does not have a Registered Co-driver, then the award shall go to the highest placed Registered Co-driver in that class. If a particular class on an event does not have five registered Co-drivers entered no second in class award will be presented. Trophies not collected at the Prize Giving for the event they have been won on will be forfeited and recycled.

2.2 Year-end Awards

- 2.2.1 The winner of the **205** Co-driver Category shall receive The Pemberton Shield (to be held for 1 year) .
- 2.2.2 The winner of the **Junior 205** Co-driver Class shall receive The Mabon Rose Bowl (to be held for 1 year).
- 2.2.3 The winner of the **Civic 1600** Co-driver Class shall receive The RSAC Motorsport Salver (to be held for 1 year)
- 2.2.4 The winner of the **Civic Type R** Co- Driver class shall receive an award.
- 2.2.5 Awards shall be presented to the top 3 Registered Co-drivers in each **Co-driver** category.
- 2.2.6 Further year-end awards, which may be in the form of cash, goods or services, may be presented at the discretion of the Organising Committee. Such awards will be notified by the publication of separate bulletins.

Appendix 5 – Summer Cup

The 2011 Championship shall include a Summer Cup. The Summer Cup shall be for **205 class cars** and the Full Regulations shall apply with the following amendments:

1. The Summer Cup shall have 1 category:

Overall Driver

There shall be no category for co-drivers in *The Summer Cup*

2. The Registration Fee for the *Summer Cup* shall be:
Driver - £100
3. New drivers can register and score points at any point from 16th March 2012. Points can only be scored from the date of registration.
4. The **Summer Cup** shall consist of 3 qualifying rounds:
 - 17th March** **Brick & Steel Border Counties, Jedburgh**
(Nat B Organised by Whickham & District Motor Club and Hawick Motor Club)
All gravel. Running in front of 4WD Contact: Paul Hughe0191 4889596
paul.hughes@bordercountiesrally.co.uk
 - 14th April** **CARS Recovery Granite City Rally**
(Nat B Organised by Aberdeen & District Motor Club)
All gravel. Running in front of 4WD
Contact: Ian Sheills iansheills@btinternet.com
 - 30th June** **Scottish Rally, Dumfries (Nat B Organised by RSAC Motorsport)**
All gravel. Running in front of 4WD
Contact: Jonathan Lord 0141 946 5045 jcl@rsacmotorsport.co.uk
5. The Technical Specification for the **Summer Cup** cars is shown in, Appendix 1, Section 2 and 3 of these regulations.
6. For the Summer Cup category, points shall be allocated as follows:-
1st Qualifying Overall Driver = 12 points, 2nd - 10 points, 3rd - 9 points, 4th - 8 points, 5th - 7 points, 6th - 6 points, 7th - 5 points, 8th - 4 points, 9th - 3 points 10th - 2 points and 11th – 1point.
7. At the end of *the Championship*, Qualifying Registered Drivers shall count all scores.
8. In the event of a tie in either category of the *Summer Cup*, it shall be resolved in favour of the Qualifying Driver who has counted the most maximum scores in his/her final category score, failing that, in favour of the Qualifying Driver with the most scores at the next level, etc. If this fails to resolve the tie, then the Qualifying Driver scoring the higher points on the first event to run shall be awarded 1 extra point in the category experiencing the tie.
9. The Overall Driver with the highest points score in the *Summer Cup* at the year-end shall be presented with a Trophy at the Prizegiving Ceremony.
10. Registered drivers will receive a £50 discount voucher off the entry fee of each event.

Appendix 6 – Autumn Cup

The 2012 Championship shall include an Autumn Cup. The Autumn Cup shall be for **205 class cars only** and the Full Regulations shall apply with the following amendments:

1. The Autumn Cup shall have one category:
Overall Driver

There shall be no category for co-drivers in *The Autumn Cup*.
2. The Registration Fee for the *Autumn Cup* shall be:

Driver - £100
3. All Drivers registered in the **205 class** by 31st July 2012 except those in the top 5 points positions in either the **205 class or Junior 205 class** shall automatically score points in the relevant category of the Autumn Cup.
4. New drivers can register and score points at any point from 1st September 2012. Points can only be scored from date of registration.
5. The **Autumn Cup** shall consist of 3 qualifying rounds:
 - 4th August** **Gleaner Oil & Gas Speyside Stages, Elgin**
(Nat B Organised by 63 Car Club)

- 95% gravel. Normal seeding.**
Contact: Neil Shanks 01343 541233 speysidestages@lineone.net
1st Sept Merrick Stages, Wigtown.
(Nat B Organised by Machars and Scottish Sporting Car Clubs)
All gravel. Normal seeding.
Contact: A MARSHALL [abm_corriedoo2@btinternet.com]
6th Oct Colin McRae Forest Stages, Perth
(Nat B Organised by Coltness Car Club)
All gravel. Running in front of 4WD.
Contact: Alex Lindsay on 01698 717426 alex@mcr aestages.co.uk

6. The Technical Specification for the **205 class Autumn Cup** cars is shown in, Appendix 1, Section 2 and 3 of these regulations.
7. For the Autumn Cup categories, points shall be allocated as follows:-

1st Qualifying Overall Driver = 12 points, 2nd - 10 points, 3rd - 9 points, 4th - 8 points, 5th - 7 points, 6th - 6 points, 7th - 5 points, 8th - 4 points, 9th - 3 points 10th - 2 points and 11th – 1 point.
8. At the end of *the Championship*, Qualifying Drivers in the *Autumn Cup* shall count all scores.
9. In the event of a tie in the *Autumn Cup* , it shall be resolved in favour of the Qualifying Driver who has counted the most maximum scores in his/her final category score, failing that , in favour of the Qualifying Driver with the most scores at the next level, etc. If this fails to resolve the tie, then the Qualifying Driver scoring the higher points on the first event to run shall be awarded 1 extra point in the category experiencing the tie.
10. The Overall Driver with the highest points score in the *Autumn Cup* at the year-end shall be presented with The Mintex Trophy, to be held for 1 year.
11. Registered drivers will receive a £50 discount voucher off the entry fee of each event.

Appendix 7 – Teenage Drivers and Co-drivers

The 2012 Championship shall include a class for Teenagers registered in any class.

1. The class shall have 1 category:

Overall Teenager
2. There shall be no separate Registration Fee.
3. All Teenagers must be registered by 31st August 2012.
4. All events shall count.
5. Teenager's Total points after the final round of the Championship (after dropped scores etc) shall be used to decide the winner.
6. In the event of a tie in the category , it shall be resolved in favour of the Teenager who has counted the most maximum scores in his/her final category score, failing that , in favour of the Teenager with the most scores at the next level, etc. If this fails to resolve the tie, then the Teenager scoring the higher points on the first event to run shall be awarded 1 extra point in the category experiencing the tie.
7. The Teenager with the highest points score in his class at the year-end shall be presented with the Bill Troughear Memorial Cup, to be held for 1 year.

BRICK & STEEL ECOSSE CHALLENGE

DECLARATION OF INDEMNITY

2012

Driver or Co-driver

I declare that I have been given an opportunity to read the regulations of the Brick & Steel Ecosse Challenge (*the Championship*) and the General Regulations of the Motor Sports Association and agree to be bound by them. I also agree to be bound by any subsequent Bulletins issued by the Organising Committee of the Championship and by the Supplementary Regulations issued for any event included in the Championship.

I declare that I am physically and mentally fit to take part in the event and I am competent to do so. I acknowledge that I understand the nature and type of the competition and the potential risk inherent with motor sport and agree to accept that risk. Further I understand that all persons having any connection with the promotion and/or organisation and/or conduct of the Championship are insured against loss or injury caused through their negligence.

I declare that the use of the vehicle hereby entered will be covered by insurance as required by the law which is valid for such part of the Championship as shall take place on roads as defined by the law.

I understand that should I at any time during the Championship be suffering from any disability whether permanent or temporary which is likely to affect prejudicially my normal control of the vehicle, I may not take part unless I have declared such disability to my ASN, who have, following such declaration, issued a licence which permits me to do so.

Signature:

Name (in block capitals):

Age (if under 18):

Date:

Any indemnity which is signed by a person who has not reached his/her 18th birthday shall be countersigned by that person's parent or guardian, whose full name and address shall be given.

Signature of parent or guardian:

Name (in block capitals):

Address:

Date:

BRICK & STEEL Ecosse Challenge

2012

Registration Form

Category – DRIVER /CO-DRIVER

– 205 / Civic 1600/Type R/ Summer Cup/ Autumn Cup/Teenager

Name: Sex:

Date of Birth:

Address:

..... Post Code:

Phone Numbers: Day: Night:
Mobile: Fax:

E-mail address :

Married/Single:

Next of Kin: Name:
Address:
.....
Phone Number:

Nationality:

Occupation:

Member of which Scottish Car Club?.....

Do you currently hold a UK Competition Licence?: YES / NO Grade:

Chest Size.....
.....

Registration Fee Enclosed: £200 (Driver)
£ 50 (Co-driver)
£100 (Autumn or Summer Cup Driver)
(Please delete as relevant)

(All cheques payable to: The 205 Ecosse Challenge)

Please send this form to: Andrew Pemberton, Pembertons, 21-25 Friars Street, Stirling, FK8 1HA.

DATA PROTECTION ACT: You are advised that information from this form will be stored on a data retrieval system and may be used for publicity purposes.

Please Tick here if you do not wish your details disclosed out with the Championship

HAVE YOU COMPLETED AND RETURNED A COMPLETED DECLARATION OF INDEMNITY